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W. P. Fast Train No. 2 Left Track West Of This Place

Carrying Eighty Passengers, Crack Train Went Into Ditch and Although Many Were Injured Not One Bone Fracture was Suffered — Winnemucca Hospital Headquarters For the Injured, Among Whom are Several Elderly Persons and Couple Who Were on Their Honeymoon Tripto Eastern States

Passenger Wreck First to Occur on the Winnemucca Division and One of Most Serious to Happen on System—Debris is Being Cleared

The Western Pacific's fast eastbound train No. 2 piled up two miles west of this city at 3:30 o'clock this morning and six passengers who were riding in the day coach suffered injuries that make necessary hospital treatment in this city.

Among those injured are three people of advanced years and while the condition of none is regarded as being grave several are in a serious state and will require prolonged treatment.

Mrs. Mary L. Ball, of Bushnell, Ill., aged 66 years, is among the most seriously hurt. She is a brave and cheerful old woman and accepts her lot in a very philosophical way as she lies on her hospital bed. "I was riding on the day coach," she said, "because I could get no sleeping car accommodations and was traveling alone on the way home to husband and son in Illinois. I had spent the winter visiting our California relatives and the present misfortune is a sequel to a period of enjoyment. After all, I am of the mind that everything cannot be perfect and if it wasn't me in this cot it might be some one else. I have gotten wires to my folks to allay their apprehensions about me when they read of this wreck occurrence. When the impact came I was awake and naught my hands to save myself from the bumps that were happening in the most startling manner. I put out my hands to protect myself but could not keep my head from hitting certain of the woodwork within the car. I sustained a scalp wound from which much blood was lost. It was some time in the confusion following before I was

Dr. de Borja, dentist, has returned. Office hours from 10 to 12 and 2 to 4. A1113

rescued, but I feel that the railway officials did all they could do to make my lot easy."

Mrs. Bushnell will probably be confined in the hospital for two weeks.

Alongside of Mrs. Bushnell on another bed is grey haired Mary E. Moore, of Spencer, Ind., who was on her way home in company with her son Geo. R. Moore who was not injured. She suffered bad contusions on her back and severe shock and will also be confined in the hospital for quite a time before her full recovery can be expected. Mrs. Moore is 68 years of age and rather dislikes publicity. "I am glad to be here and I really feel that the people of Winnemucca are wonderful. I have been treated royally and while I am anxious to get back home, yet if I had to stop I am sure that a good location was chosen."

Both Mr. and Mrs. Ray Wulfert, San Francisco residents, are among the six in the hospital, having sustained several wounds as a result of the impacts administered in the smash-up. They were on their way to visit relatives in St. Louis, Mo., following their marriage recently. Mr. Wulfert is the more seriously injured and will probably require two weeks in bed, according to the hospital authorities. Mrs. Wulfert has many bruises and contusions.

Wm. H. Meboy, of Oxford, Ohio, aged 66 years, is among those most seriously hurt. His scalp was cut for a distance of more than a foot, the wound almost passing around his head. He lost much blood

Dr. Taylor, optometrist, of Reno, will be in Winnemucca, at the Overland Hotel, Friday and Saturday, April 21, and 22. Two days only. An opportunity to have glasses properly fitted. A13t5adv.

and is in a badly shocked condition. His recovery is expected, although he will be the last to leave the hospital. Mr. Meboy was on his way home from a winter's stay in southern California and was traveling alone.

W. B. Williams, of Milford, Utah, where he owns an eating house, is the least injured of the six at the hospital, although his contusions and bruises are several. He is on his way to his home from Los Angeles, and had expected to disembark here for a day to investigate the business opportunities. He will probably be able to leave the hospital in a few days.

Many others of about twenty who were riding in the day coach were more or less injured and all were shaken up. One man who did not go to the hospital had gone through the experience of having both his legs pushed through the car window as the coach tumbled over and then deprived of the cuticle as the car was pulled along on its side. Had the ground been hard rather than sandy, it is certain that the man would have lost both limbs.

Several elements combine to create good fortune for both passengers and Western Pacific, if indeed good fortune can be applied to such happenings. When the coaches left the track they ploughed along in the sandy ground and the soft soil undoubtedly did much to save both passengers and rolling stock from greater injury.

Running on schedule and making about 25 miles an hour speed a broken or spreading rails allowed the day coach, diner and three sleeping cars to leave the track. The day coach and diner went over the embankment on the north side the drop being several feet.

The four sleeping cars were filled to the limit, sixty passengers being carried in berths. Among these no serious hurt was sustained,

although many were badly jarred as they slept.

The train was being pulled by a locomotive driven by Engineman Bowler and was in charge of Conductor Valentine.

Both train and station employes received many words of praise for the conscientious and deferential manner shown the passengers on the wrecked train. Heroic efforts were put forward and emergencies were met promptly. Dr. G. F. Pope and his nurse, Miss Joe Erringer, rendered first aid within a short time following the accident and now have their patients fully cared for to the minute.

The passenger train wreck is the first to occur on the W. P.'s Winnemucca division. That it was not marked by fatalities is considered little short of miraculous, for of the seven car train only the baggage and observation cars escaped. The engine, tender and baggage car had passed before the cause of the wreck developed, while the observation car had not reached the dismantled track when the train was brought to a stop.

In every situation where wholesale tragedy exists humor may be found also. The dining car seemed to have left the track as precipitately as the day coach where casualties occurred, yet none of the nine occupants demanded hospital attention. The white dining car conductor and eight colored waiters formed the crowd that rode in the diner and of the nine all were badly shaken but none were seriously injured. Two colored men have badly bruised faces but required no attention. One colored man claimed that a spirited game of craps, indulged in the early hour, saved him from serious injury and possible death. "I was going strong with the gallopers," he said, "and even a bad train wreck couldn't stop me."

And too, situations of this kind develops outstanding types, and included always must be the swagger, pompous fellow. In this instance he was a little fellow, broad of girth and short of stature. On his way home to New York City where he says he employs seventy people he roundly remonstrated against being precipitated, unhurt, into this desert environment. "To think," he said "the W. P. has no block signal system or other modern safety devices. I am credibly informed that the government allowed it seven million dollars for alleged damage to its roadbed as a result of war time activities yet no one has heard of the road management expending any of this money in effecting the repairs claimed necessary several years ago. Hereafter I shall advise all my friends to ride on other western roads. I consider the roadbed dangerous."

One could not help contrasting this person with the cheerful old women out at the hospital who greet you cheerily and speak in words of praise of treatment and view life, pain swept as they are, in an optimistic manner.

Another man, advanced in years and showing the philosopher in his demeanor, declared that ill luck had pursued him since the day he left New York to come to the west by boat through the Panama canal. He was tied up in Vera Cruz, Mex., for many days while American and Mexican authorities settled a libel suit instituted against the ship he was traveling on as a result of damage inflicted earlier to a drawbridge by a sister ship of the craft tied up.

All passengers continuing on the Western Pacific, left this city at 11:45 when train No. 3 was turned back out of here as train No. 2. The wrecker arrived here at 11:45 in charge of the Elko crew. Supt. M. O'Connor is directing the work of clearing for the traffic. It is not known at this time when normal schedules will

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be resumed.

It is asserted in railroad circles in this city that the wreck will undoubtedly be made the subject of exhaustive inquiries to determine causes and fix responsibility. Obviously, the fault does not lie with the operating department but has to do with maintenance.

Many people of the community viewed the wreck and the road between here and there was lined all day with curiously inclined people anxious to see the destruction wrought.

It is suggested by several that Winnemucca hospital should not fail at this time but that efforts should be directed at making the lots of injured passengers, now confined in the hospital more cheerful.

What the San Francisco Papers Say About "Robin Hood"

"Old music sounds delightfully young and fresh. House enjoyed itself hugely."—Examiner.

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"They sing and act as if they enjoy doing it."—Chronicle.

M Mtsx and from them

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